

Examples of Standard Airport Signs & Markings

Airport Signs

Mandatory Instruction Signs:

Signs with red backgrounds are mandatory signs.

4-22

TAXIWAY/RUNWAY HOLDING POSITION:
Hold Short of Runway on Taxiway

RED AND WHITE = RUNWAY IN SIGHT

Location Signs:

Black backgrounds show you where you are located.

B

TAXIWAY LOCATION: Identifies Taxiway on which Aircraft is Located

YELLOW ON BLACK = LOCATION SIGN

Remember: *Black square, you're there.*

Direction & Destination Signs:

Yellow backgrounds identify with arrows the directions to destinations on the airfield.

B →

TAXIWAY DIRECTION: Defines Direction & Designation of Intersecting Taxiway(s)

TERM →

INBOUND DESTINATION:
Defines Directions for Arriving Aircraft

BLACK ON YELLOW = DIRECTION SIGN

Remember: *Yellow arrow points the way.*

Airport Markings:



RUNWAY markings are WHITE

"See white? Make sure you're right!"



RUNWAY HOLDING POSITION:
Hold Short of Intersecting Runway.

STOP at the SOLID LINES = SOLID WALL

Dash through the DASHED LINES



NON-MOVEMENT AREA BOUNDARY:
Defines boundary of Movement Area and Non-Movement Area



Contact Us



**Washington State
Department of Transportation**

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Arlington, WA 98223
(800) 552-0666

www.wsdot.wa.gov/aviation



FAA Northwest Mountain Region
Runway Safety Team
1601 Lind Avenue SW
Renton, WA 98055-4056
(425) 227-1223

www.nw.faa.gov/runwaysafety/

WSDOT Aviation/FAA Runway Safety Grant Program

**Runway Incursions Pose a Significant
and Unnecessary Risk for Pilots and
their Passengers**



**Washington State
Department of Transportation**

Our Mission is Safety

The mission of the Federal Aviation Administration (FAA) and the Washington State Department of Transportation (WSDOT) Aviation is to provide the safest possible aviation system for the flying public. Reducing runway incursions is a significant step toward that ultimate goal.

What are Runway Incursions?

A runway incursion is “any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land.”

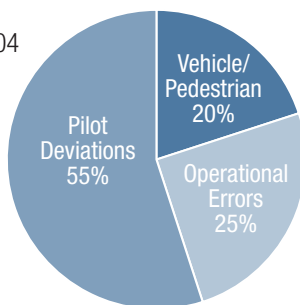
What are the Causes?

The causes of runway incursions are categorized as follows:

- Operational Errors (OE) – Attributed to air traffic controllers.
- Vehicle/Pedestrian Deviations (V/PD) – Attributed to ground operations.
- Pilot Deviations (PD) – Attributed to pilot errors.

Our data indicates that 55% of all runway incursions are attributed to pilot error.

FY: 2001 – 2004



Source: FAA

Of these pilot errors, **75% are attributed to general aviation pilots**. Further analysis indicates the majority of these general aviation pilots operate out of non-towered airports and are unfamiliar with standard airport signs and markings.

An Innovative Solution

To promote runway safety at Washington State airports, WSDOT Aviation and the FAA have partnered on an innovative strategy to both educate pilots and increase safety at airports. Through the *WSDOT Runway Safety Grant Program*, airports across the state can apply for up to \$2,500 in funds to make life-saving runway safety improvements.

Who is Eligible?

To be eligible for *WSDOT Runway Safety Grant Program* funds, an airport sponsor must promote runway safety by hosting an education and training event for local pilots. This event must be coordinated through WSDOT and the FAA Northwest Mountain Region, Runway Safety Team. Grants are available to any publicly owned/public-use airport that sponsors an education event.



This runway incursion was caused by pilot error when the pilot in the following plane was adjusting his GPS.

For More Information

Interested sponsors are asked to contact WSDOT Aviation to begin coordination of the education and training event. Please contact:

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WSDOT Aviation
(360) 651-6303 or (800) 552-0666
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Complete details on the *WSDOT Runway Safety Grant Program* can be found at:
www.wsdot.wa.gov/aviation/grants/RnwySafeGrProg.htm

Possible Projects

Under the grant program the FAA Northwest Mountain Region Runway Safety Team is available to visit each candidate airport to conduct a Runway Safety Assessment. The assessment will help to identify eligible projects that would contribute to increased runway safety. Upon request, the FAA Runway Safety Team will also develop a plan for the airport sponsor to improve the standardization of signs and markings at airports throughout the state.

Examples of eligible improvement items

